




# Duke Street Newsletter

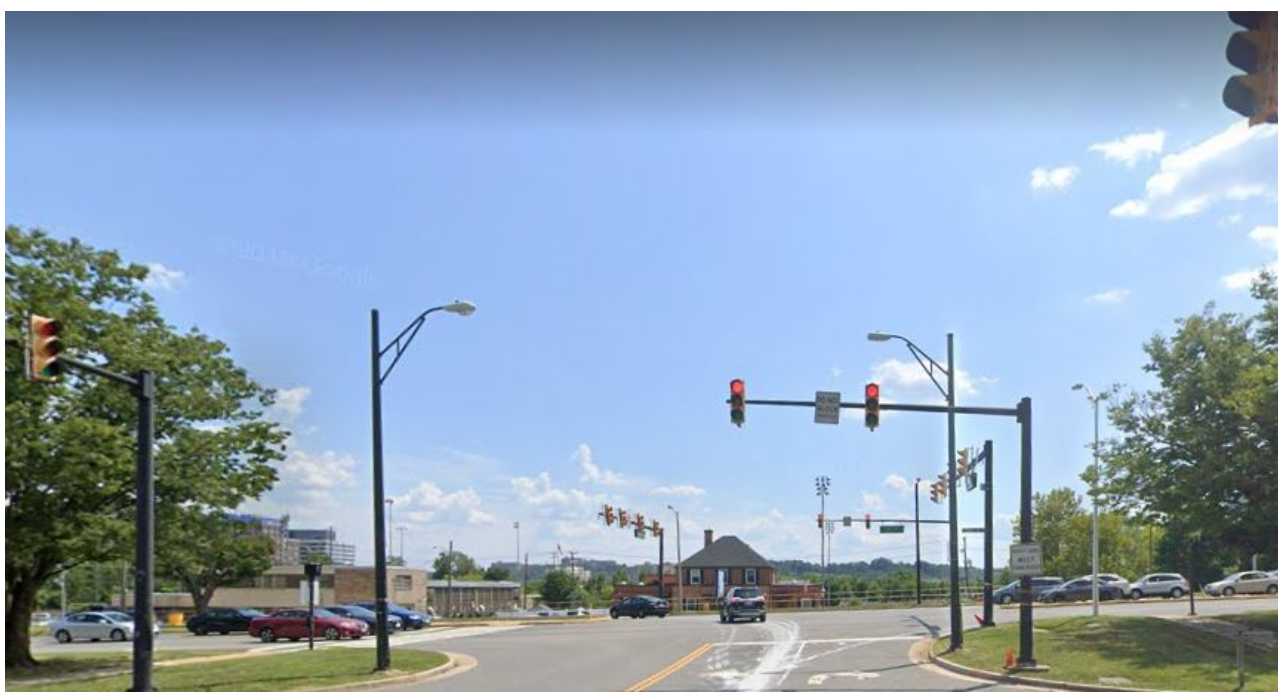
Making Duke Street a safer, more efficient, and more desirable community connector for people walking, biking, and riding the bus.

May 2024

## Access

### Duke Street at West Taylor Run

This past winter, staff worked with the community to get feedback on [various options](#) regarding the location of the right-turn lane onto West Taylor Run Parkway and determining the service road direction and amenities. Staff met with various community members and used this input to narrow down design options for the Duke Street and West Taylor Run project. The two most popular options were Options 1 and 2. Option 1 maintains a two-way travel way with minimal improvements for pedestrians or cyclists. Option 2 converts the road to one-way westbound with separated space for people who bike or scoot. The project team will share an update with City Council on May 14, 2024, with the goal of sharing a staff recommendation for consideration at the May 20, 2024, Traffic and Parking Board meeting. For more information and background on the project, visit the [project website](#) to see the [design options](#), a [recorded presentation](#), a [slide deck](#) from the December 14, 2023, community meeting, and [FAQs](#).



## Transit & Traffic

### Duke Street Transitway

Since January 2024, the project team has been reviewing the feedback and input gathered during our winter outreach concerning the Cambridge Road/Roth Street intersection at Duke Street and the direction and usage of the service road. Over 300 individuals contributed via the online feedback form, with many participating in the December 14, 2023, community meeting. Proposed enhancements and roadway changes for this intersection primarily prioritize maintaining and improving the flow of Duke Street. The designs aim to reduce delays at this pivotal intersection for Duke Street and Cambridge Road users, potentially alleviating cut-through traffic on local streets and improving travel times for transit riders and motorists. Moreover, the design options enhance safety by minimizing conflict points for pedestrians, cyclists, scooter riders, and drivers. While the proposed changes may necessitate adjustments in accessing homes, they largely address concerns and feedback garnered throughout the Duke Street Transitway's two-year, three-phase community engagement process.



In recent months, the project team has also been working with Bishop Ireton High School to address traffic concerns raised by the immediate community on Cambridge Road, with the goal of implementing changes within the 2025 school year. This spring, staff plan to update City Council and seek their input on proposed design options for the intersection of Cambridge Road at Duke Street and the service roads in Segment 3. The team remains dedicated to finalizing the corridor's design and implementation plan to ensure the Duke Street Transitway project stays on schedule. For further details and project background, please visit the [project website](#) to view the Cambridge/Roth at Duke Street [design options](#), a [meeting video](#), and a [slide deck](#) from the community presentations on this topic.

## Safety

### Duke Street at Route 1

Last spring, the City initiated the [Duke Street at Route 1 project](#) to address safety at the intersections of Duke Street/South Patrick Street and Duke Street/South Henry Street. The City received over 300 comments from neighborhood residents on their experiences using these intersections, performed site audits to assess existing conditions, and brainstormed design ideas to improve safety.

In early 2024, the City gathered community feedback on concept design options via an online feedback form. The [Traffic and Parking Board](#) approved the proposed changes at its March 25, 2024, Public Hearing. Notable design features include reducing the size of the slip lane, implementing *No Turn on Red* restrictions and leading pedestrian intervals, installing curb extensions, and medians to calm traffic and improve pedestrian safety, and improving street lighting.

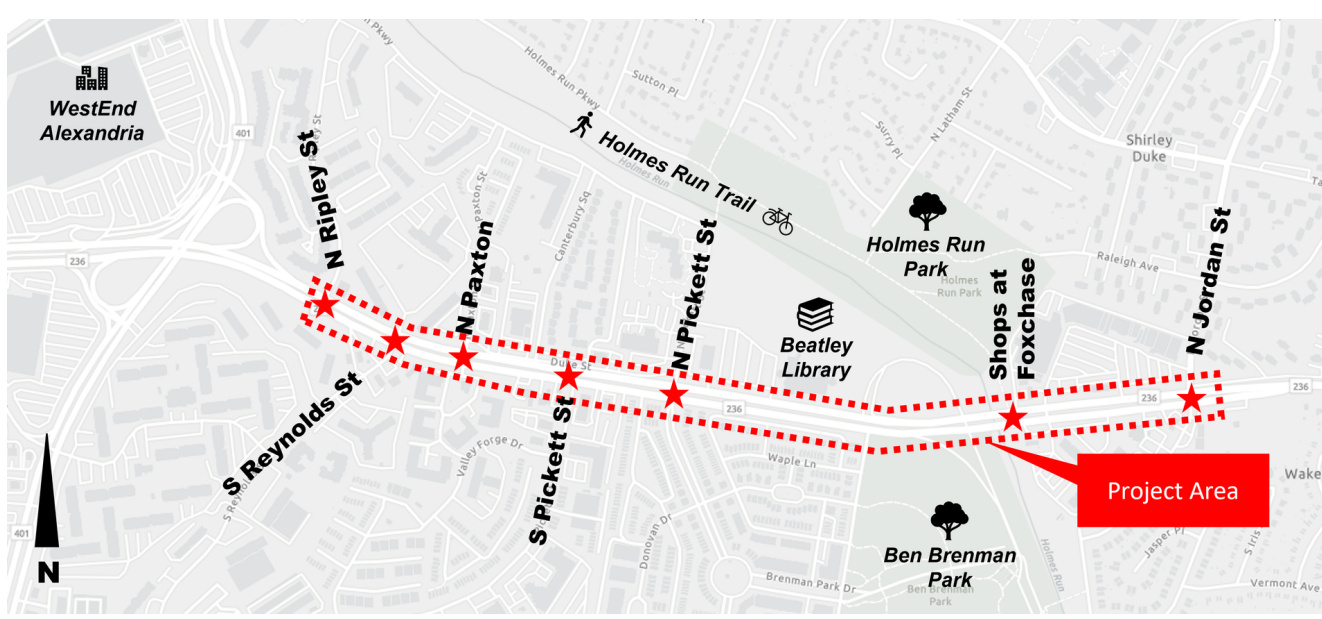
The planning and concept design phase of this project was supported by a grant from the Metropolitan Washington Council of Governments (MWCOC). Staff applied for funding to construct this project but was not awarded. The project team is currently evaluating interim improvements, such as *No Turn on Red* and Leading Pedestrian Intervals, that could be implemented before full funding is available. The City will continue to seek funding to implement the approved safety improvements that were identified at these intersections.

### Duke Street Vision Zero & Safety Enhancements

At its [January Public Hearing](#), the Traffic & Parking Board approved No Turn on Red restrictions on Duke Street between Jordan Street and Ripley Street. These changes will be accompanied by tactical turn calming treatments, leading pedestrian intervals, and other signal timing changes to improve safety for people walking as well as driving.

These treatments are part of [Duke Street Turn Calming project](#) to implement near-term safety improvements on Duke Street, which is one of the City's [high-crash corridors](#). Since 2017, there have been over 150 crashes on Duke Street between Jordan Street and Ripley Street, over a third of which resulted in a fatality or an injury. All 14 crashes involving people walking resulted in injury or death. Improving safety on the City's high-injury network is key to meeting its adopted [Vision Zero](#) goal of eliminating fatal and severe crashes by 2028.

The safety treatments will be implemented later in 2024.



## Technology

### Smart Traffic Signals

As part of the City's [Smart Mobility Program](#), Alexandria is deploying adaptive traffic signals that detect and respond to real-time travel conditions. This technology will optimize traffic flow, decrease delays, and reduce stops along the Duke Street corridor. The [Adaptive Traffic Signal project](#) will be conducted in two phases:

*Phase 1: To install adaptive signals along the Duke Street and Van Dorn Street corridors by the end of 2024.*

*Phase 2: To expand the project to other high-congestion corridors throughout the City by the end of 2025.*

To learn more about how the City's is embracing technology to manage our transportation system, check out the various projects that are part of the [Smart Mobility Program](#).

